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1. Prior to 1939, Poland, which at that time, had a coast of about 140 kilometers, had a rather poor fleet which chiefly engaged in inshore fishing. Most of the fishermen were Kashubs who lived on the seaside. They made their living by salmon fishing in the Gulf of Danzig and by cod and herring fishing, with Gdynia, Putzig, Heisternest (Jastarna), Grossendorf (Wielka Wiesz), Hela, and Wladyslawowo, a new fishing settlement founded prior to 1939, serving as home ports. The fishing boats employed totaled not more than 100 vessels, including 20 new boats, built by the Polish shipyard in Gdynia and were between 7 and 14 meters long. Most of them were powered by a semi-Diesel of between 50 and 120 hp. A small flotilla of about 15 large wooden or metal-hull boats was stationed in Gdynia and, during the herring season, went to the North Sea. Some of these boats had served with the British Navy in World War II. Cutters had also been requisitioned by the German Navy during the last years of the war, and many of the fishermen had been drafted by the German Navy with some even serving on their cutters as crewmen. The boats which still existed at the end of the war fled to Sweden, Denmark or Germany when the Soviets took over. In the summer of 1945, they slowly returned, after a special office called Morska Misja Rewindykacyjna with headquarters in Gdynia which worked in close cooperation with all Polish naval missions abroad was set up under the command of Chief-Captain Stanislaw Kubin in an effort to get back Polish vessels employed by the German Navy or distributed by the Germans. The Gdynia Morski Urzad Rybacki (Sea Fishing Office) (M.U.R.) was responsible for the re-transfer of fishing vessels and repatriated a total of 75 cutters from West and East Germany during three years of its activity. The number of serviceable cutters in Polish waters rose from 20 at the end of the war to about 200 as vessels were repatriated, wrecks including about 20 German war fishing cutters were lifted, and boats were bought from Denmark and Great Britain or new ships were built by Polish shipyards.
2. The Polish fishing fleet underwent almost no organizational change after 1950. All enterprises were entirely independent of each other. State enterprises included Arka and Przedsiębiorstwo Polowow Daleko-Morskich "Dalmor" located at 10 ul. Hryniewickiego, Gdynia, which latter, for about three years, was allegedly scheduled to move to Swinoujscie where a branch office called P.P.D. Dalmor, Ekspozytura w Swinoujsciu, was to be organized. Dalmor controlled all large vessels and fishery tenders and, during the herring season, chartered boats from Arka. Dalmor vessels included pre-war vessels of the deep-sea fishing fleet, vessels recently purchased, and new vessels. With the exception of about five vessels, the pre-war vessels and the vessels recently bought were metal-hull steam vessels with propulsion plants ranging from 400 to 700 hp and with speeds of between 6 and 10 knots. They were ba-

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tween 20 and 50 years old. Most of these pre-war vessels were former British trawlers with good seagoing qualities, but bad accommodation and, on some of these vessels had companion ways which were only 3 feet by 3 feet. They had names of stars or constellations, such as ORION, SYRIUSZ, PEGAZ, KASTORIA, MALY NOZ (little dipper), WIELKO NOZ (great dipper), and others. They numbered 30 vessels and included five motor trawlers. Two of these trawlers had wooden hulls and were about 20 years old. New Dalmor vessels included super-trawlers and Bird-class vessels. While REGA and RADUNIA, two super-trawlers, were in operation, two other super-trawlers named DALMOR I and DALMOR II were still in the trial stage and were expected to leave for the fishing grounds by the end of this year. They had been built by the Gdansk Shipyard, Stocznia Polnocna, had propulsion plants of 450 hp and were about twice as large as the Bird-class. Twelve of the 20 vessels of this class were said to have been taken by the Soviets. The crew liked these ships which were specially suited for trawling and made good catches. Becoming appointed captain of one of these vessels was considered a great honor. They had the technical equipment of the Bird-class boats which were named after birds such as KACZOR, BOCIAN, and SOJA. Four vessels each of the letters, B, D, C, K, and S were known and about 30 vessels were said to have been available. They were also called Kulik-boats, KULIK being the name of the first vessels of the class, and were built at the Gdansk, Stocznia Polnocna shipyard in Danzig. Another 25 vessels were scheduled to be built by the end of 1955. The Poles referred to these vessels as luger-trawlers, which were of a combined drifter-and-trawler type. Most of the Bird-class boats were equipped with Swedish semi-Diesel engines and had a speed of 9 knots. They had poor seagoing qualities, narrow spaces and insufficient sanitary installation. Headroom in the wheel house was two meters. All Bird-class boats were equipped with modern navigational and nautical outfit such as hydro-electric steering mechanism, direction finder, voice radio equipment and echo sounder. Most of their compasses came from either Great Britain or East Germany. The compasses from East Germany were new and good instruments. Since propulsion plants were difficult to obtain, some boats had rigged propulsion plants. About ten hulls had remained without engines for months. Direction finders, voice radio and echo sounders were supplied by Swedish, Dutch, or British firms. All Dalmor-class vessels worked on the 20 to 30-meters wave band. All Dalmor steam vessels were equipped with steam steering gear. Bird-class boats and large cutters had hydraulic steering gear. Since trawler nets (sieci trawlowe) proved rather poor, most of the Bird-class vessels changed over to drifting nets (sieci zastawne) which, however, made necessary certain alterations to the deck. In 1952, about 15 Bird-class boats were, therefore, converted in IJmuiden, Netherlands. The failure of the Bird-class boats was partly due to lack of experience of skippers and partly to the low power of their engines.

3. The Arka had its headquarters in Gdynia and a branch office in Wladislawowo (on Hela Peninsula). Its address was P.P.i.U.T. Arka, at 34/36 Ul. Waszyngtona, Gdynia. This shipping company had a fleet of about 35 large cutters which included new cutters as well as former German war fishing cutters. The new vessels of the Arka firm were built by the shipyard of the Bird-class boats. They were painted canary-yellow, had satisfactory seagoing qualities, and were powered by a 150 hp Swedish-semi-Diesel engine, which gave them a speed of 9 knots. They were outfitted with a steering mechanism, a direction finder, voice radio, and echo sounder similar to the equipment of the Bird-type class. They were termed Kaefki after the German abbreviation for Kriegsfischkutter (war fishing cutters) (KFK), which looked like these vessels. The distinguishing numbers and registered marks of the Arka cutters were rather confusing inasmuch as they had two different markings, one indicating the home port and the other the Arka firm. Some of them also had in addition a man's first name e.g. Hilary. Arka boats usually fished in the Baltic. Only during the herring season did about half of them go to the North Sea under the orders of Dalmor. The cooperative fishermen formed production communities similar to the kolkhoz system. Every port, small or large, had its production community. Some of the fishing vessels were privately owned and were either bought on the instalment system

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or were chartered from the state. They varied in size, but were not larger than KFKs. Each production community was connected with a fish delivery agency. These agencies had such names as GRYF, BARKA, or JEDNOSC RYBACKA. The vessels worked collectively in one place.

4. Private fishermen (rybacy indywidualni) were still fishing in the Gulf of Danzig. Most of the about 55 privately-owned boats were old pre-war cutters manned by family members. The fishermen had to work, however, according to plan and to fulfill a prescribed quota. They usually made the best catches.
5. After 1945, many Polish fishermen had learned Dutch and thus been in contact with the West as about 80 Dutch fishermen had been signed up to serve on Polish fishing vessels. These Dutch skippers and mates were paid hard cash, were doing well and enjoyed every sort of privilege. In particular, they could freely travel to and from the West. In 1952, they were discharged on charges of sabotage and espionage.
6. The Dalmor and Arka firms employed a seagoing personnel of about 1,600 persons. About 300 men had returned to fishery after serving their time with the armed forces. About 100 of these 1,600 came from the Polish navy, another 100 from the military border-guard (W.O.P.), and 100 from the Korpus Bezpieczenstwa Wewnetrznego (security corps) (K.B.W.). About 65 percent were inland Poles, 30 percent were Kashubs, and 5 percent were Greeks. About 60 percent had nothing to do with sea fishing prior to 1939. About 30 percent were 17 to 21 years old, 48 percent were 21 to 35 years old, 20 percent were 35 to 50 years old, and 2 percent were over 50-years of age. The Kashubs, who were previously considered the core of the fishing population, had served with the German navy and were frequently awarded decorations, premiums, and public citations. They were not Communists and believed that they would gradually be dismissed after they had initiated the "sons of the peasants and workers". They were not considered Poles by most of the key persons. The Greeks were young men of between 17 and 25 years of age who had attended Greek schools in Breslau. Some of them spoke good Polish. Crew wages were paid on the basis of the 1951 collective agreement which was unsatisfactory for the employees as compared with the 1949 agreement. The Dalmor firm, therefore, promised the fishermen a better contract for early 1954. According to employment and catches made, the fishermen earned between 800 and 1,800 zloty a month. The black market in Poland exchanged one dollar for about 80 zloty. The official price for herrings which were rare was 15 zloty a pound. Fishermen working at sea west of the coast of Schleswig-Holstein received a daily sea bonus of between 20 and 30 US cents after passing through the Kiel-Canal. This year they received foreign currency for one day at a foreign harbor as they would not have considered it worth while toiling at sea for an entire week for the few zloty of sea bonus. The dollar wages they earned at sea were placed to their credit, rather than cashed down. For the money credited they or their families could buy native or foreign commodities at duty-free prices at special Baltona shops. The Baltona Sklep Eksportu Marynarskiego shop was located at 15 ul. Indyjska, Gdynia. Food aboard fishing vessels was good and had about 4,000 calories daily. Bad weather clothing including oilies and rubber gloves were supplied by the firm. Each crew-member also received warm underwear, socks, a pullover, quilted suits, gloves, and similar outfit on large Dalmor vessels which fished in distant waters, e.g. the Barents Sea.
7. The fishermen had blue Polish discharge books overprinted Ksiazeczka Rybacka on the first page. Junior crewmembers and those on trial had small provisional certificates. All personal documents, service record books called Ksiazeczka Wojskowa, and money had to be turned in to the personnel section of the firm. While the discharge book could be taken abroad, the identification card was exchanged for a substitute identification card with the photograph of the holder.

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8. The management of the fishing enterprises was interested in having well-trained personnel. Each newcomer had to attend a course of the 6 to 8 weeks in Swinemuende during which he received a monthly salary of 400 zloty. Subjects taught on these courses included elementary seamanship, fishing and netmaking knowledge, navigation, the rule of the road at sea and similar knowledge in addition to ideological schooling. The deep-sea fishing school called Technikum Rybolostwa Morskiego, at which skippers and machinists were trained, was located at 3 Aleja Zjednoczenia, Gdynia. Another similar school was scheduled to be put into operation in Ruegenwalde (Darlowo) in the fall of 1953. Theoretical training for a skipper's licence took three years. During the summer, work was done on shipboard, while, in winter, theoretical courses were attended at school.
9. Polish ships which only rarely went abroad were politically less thoroughly organized than foreign-going ships, e.g. liners. The atmosphere aboard these vessels was rather tolerant. The fishermen still listened in to Western broadcasting stations including Radio Hamburg. In 1950, political indoctrination aboard fishing vessels became more intensive, however. In 1951, each Dalmor boat with the exception of the Bird-class craft was assigned a politruk. Most of these politruks had never been at sea before. They were appointed by the party and were responsible for political enlightenment of the crews. Their efforts largely remained unsuccessful because of poor accommodation, bad weather conditions, uninterrupted work and over-fatigued crews. Their main occupation was writing and illustrating a shipboard newspaper. They were transferred to other vessels about every six months. One crewmember on each Dalmor and Arka vessel represented the trade union as Delegat Zalogowy. He attended all conferences dealing with social problems and wages and acted as the representative of the crew at political and other meetings. The mood on shipboard generally was one of dissatisfaction because of work conditions and the fact that the fishermen were kept away from western ports. The employment of floating fish factories made it necessary for the fishing vessels to remain at sea for three or four consecutive months. Many sailors therefore even preferred to sign up for Polish China steamers which were greatly disliked. In the summer and fall of 1953, about 80 men applied for, and obtained discharge from, the Dalmor. The seagoing engineers preferred working as tractor drivers on a Panstwowe Gospodarstwo Rolne (state farm) (P.G.Rs). About 85 percent of the crews waited for the West to take action and thought that a peaceful solution of the East-West problem was improbable. Communists and Russians were ridiculed. Newspapers and propaganda pamphlets sent aboard by the firm were hardly ever read except for sport news, as the Poles were very proud of their boxers, racing motorcyclists, and racing motorboatists who, allegedly, won the world championship. Many fishermen believed that Poland could not keep Pomerania and Stettin and, therefore, hesitated to move to Swinemuende, where, some years ago, a large settlement called Osiedle Rybackie, ul. Wojska Polskiego, was built for fishermen and their families. No Kashub wanted to go there.
10. Fishing was done on the usual grounds in the North Sea and the Baltic Sea including the waters off Memel and the Gulf of Finland. In 1952, Polish fishing vessels also left for the fishing grounds in the Barents Sea. Until 1952, Ymuiden served as a base for the trawlers during the herring season. When a fishery tender was employed in the summer of 1952, foreign ports were called at less frequently. Swinemuende was much frequented during the herring season. In 1952, Polish ship MORSKA WOLA was taken over by the Dalmor firm and sent to the North Sea as a fishery tender. In 1953, STALOWA WOLA was also converted and equipped as a fishery tender. These two vessels, which were sister ships and previously traded on the Mediterranean service, were German Horn-line type ships. Their steering gear was rather bad. During winter and spring, an old-type merchant ship was planned to be employed as a coal-bunkering vessel in the Barents Sea, because the steam-driven fishing vessels could carry a supply of only one month of coal. These floating bases called statek baza carried key persons of the fishing expedition, a physician, a small repair group, and the fish-processing personnel. They remained at sea for about five months. They took on herrings in casks, prepared aboard, and supplied liquid fuel, provisions, salt, drinking water, ice, and empty casks. Since bunkering coal could often not be supplied, the steam-driven vessel had to return to Poland about every four weeks to their home port and received as much bunkering coal including deck cargo as they could carry. They delivered one catch to the floating fish factory, the floating base.

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and carried their second catch to Swinemuende. During the herring season Gdynia was called at only for repair. From time to time Polish freighters LECHISTAN and WISLA left Poland for the fishery tenders to fetch and carry back full casks to either Swinemuende or Gdynia. Fishing operations were conducted according to a centrally controlled plan. Many boats were sent to poor fishing grounds, although a fish investigation service existed aboard Bird-type vessel CZAJKA. Experienced skippers often steered their own courses, while beginners closely followed the Dutch and German fishermen. Since 1952, Polish vessels also fished in the Barents Sea and about five of them called at ports in Northern Russia, including Murmansk. Although their catches were good, the fishermen thought with displeasure of their visits to these places. They realized that the standard of life there was even lower than in Poland. Also, they were not on good terms with the Soviet population. Occasionally, they were even talked to as capitalists and Westerners and were begged alms by Russians. Crewmembers of Polish freighters confirmed these observations for Murmansk and Odessa.

11. The Polish fishery suffered from overplanning. There were annual plans, seasonal plans, monthly plans, operations (plany operacyjne), and all sorts of other plans whose execution was handicapped by red tape. If a fishing vessel had to call at a foreign port because of engine trouble, she had to contact her firm in Poland and ask through her broker for permission to have the repair made. This generally took three or four days as everybody in Poland shirked responsibility. Prescribed quotas called norms were 120 tons of herring for steam-driven vessels and super-trawlers, 65 tons of herring for Bird-class boats, and 40 tons of herring for Arka boats. Quality and quantity quotas could be exchanged, with a catch of 35 tons of herring and 50 tons of cod or 85 tons of mixed fish being equivalent to 65 tons of herring or a fulfillment of 100 percent. The total 1953 fishing quota was fulfilled 55 percent in October 1953. A total of 50,000 casks of herring were caught in the North Sea and were transported to Poland in July, August, September, and October 1953. Most of the fishermen believed that the fish caught would suffice to meet the demands of the Polish market, in which fish was available only in small quantities. Herring was even rarer than cod and was considered a most valuable article. A fishermen could buy about three pounds of his own catch. Fishermen, who were caught to have five pounds, had even been sentenced to several months of imprisonment. The crews were told that each Polish citizen could get four herrings a year as the other people's democracies had also to be supplied with herring. An opinion frequently heard was that the herrings were canned and sent to the USSR while cod was left for Poland.
12. Polskie Radio Szczecin (Stettin radio station), with the hooting of a steam siren followed by an echo as interval signal, twice daily transmitted weather reports, fishing prospects, and instructions to fishing vessels at 8:15 a.m. and 10:20 a.m. Fishing vessels were assigned their fishing grounds by coded messages. The Scientific Fishery Institute with headquarters in Gdynia and affiliated museum dealt with fish physiology, migration of fish, marine fauna utilization and processing of fish, and similar problems and had a research vessel. Weeklies and monthlies dealing with fishery problems served to improve the professional knowledge of fishermen. Facilities for the fishermen and their families included fishermen's homes at each large port and community rooms at smaller ports.
13. The new fishing craft built in Danzig were repaired at their building yards. Another 10 supertrawlers and 25 Bird-class boats were expected to be completed by 1955. During the repair periods, the crews remained aboard their vessels to help with the repair work. They had only restricted freedom of movement and had to leave the shipyard by the shortest route. Repair work took extremely long time. Work on new ships

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was better. Every small piece of sheet iron or electric cable had to be applied for in writing and be approved by several offices. If the application was not sent in in advance, a vessel had to wait several days. A local radio transmitter which was in operation at the Danzig shipyard admonished the various work brigades to do better work, praised outstanding performances and condemned sluggards. Individual workers and work brigades were publicly reprimanded.

14. Half of the deep-sea fishing fleet was outmoded and had soon to be replaced. Replacement parts for these old vessels were difficult to obtain, especially as some countries refused to sell to Poland and components had to be procured via Finland and, until recently, Sweden. The Poles tried to establish business connections with the Italian Fiat works through the Centromor buying office for marine equipment in Warsaw to obtain Diesel-engines for new fishing vessels. Compasses, echo sounders, direction finders, voice radio sets, and similar equipment not manufactured in Poland was procured without difficulty. Nets were in short supply. In 1951, Dalmor had still unsuccessfully tried to obtain drag nets from West Germany. Nets made in Gdynia, Gletkau, Jelitkowo, and Swinemuende were heavy and not suited for fishing purposes. Although Polish, German, and Dutch boats often fished together, the Poles were less successful than the others. Supply of nets from East Germany which proved light and suitable, began in early 1953.
15. Polish fishing authorities made every effort for the training of deep-sea fishermen. While, in early 1953, many youngsters sought employment with the Dalmor firm because of the escape possibilities at western ports and good earnings, many fishermen later either asked for leave or did not report when their boats left port and were summoned, but to avoid delay were not detained by the police. As they knew that they were badly needed, the crews became bolder toward the administration. In the summer of 1953, three Dalmor-boats could not leave port for lack of crews. During the past four years, about 100 fishermen fled to foreign countries. In some cases, five to seven men of a boat fled at a time. Some even jumped ship in the Sound and swam ashore. Countries of refuge included the Netherlands with 35 refugees, Sweden with 25, Great Britain with 15, West Germany with 15 and Denmark with 10.
16. Swinemuende which became the main base for deep-sea fishing in 1952, was scheduled to be made a large and efficient fishing base and to become the port of departure for all long-distance voyages. Special interest was recently taken in Barents Sea fishing. Informants stated that, after the fishing season in the North Sea, about 40 vessels would go to the Barents Sea and that a coal bunkering ship in addition to the two fishing tenders would accompany this expedition. They said that, in late 1953, the vessels would undergo short repair and be converted for the waters of the Barents Sea. They added that the fishing season in the Barents Sea would begin in December 1953 or January 1954 and that, according to an international agreement, no fishing would be made in the Baltic Sea in 1954 and 1955.
17. Cooperation between Poland and East Germany began in 1951, with mutual aid officially encouraged and carried out. While Polish fishing vessels called at East German ports, East German vessels put into Swinemuende. Representatives of the two countries also inspected harbors, fish factories, and fishing vessels, and East German fishing vessels were equipped and assisted by Polish fishery tenders.

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